Construction of road Over-Bridges Gujarat with the world bank Assist ance .

1451. SHRI RAJUBHAI A PARMAR: Will the Minister of RAIL WAYS be pleased to state;

(a) the number of road over-bridges under construction in Gujarat with the World Bank assistance;

(b) the progress made in completion of construction of each of those over-bridges; and

(c) the steps taken to expedne their construction?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Nil.

(b) and (c) Do not arise.

Delay in execution of the Nepal Road Project of IRCOM

1452. SHRI KRISHAN LAL SHARMA; Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that there wag considerable delay by Indian Railway Construction company in executing the Nepal Road Project, funded by the World Bank;

(b) whether the delay in execution of the Project drew adverse comments both from Nepal Government and the World Bank and if so, the main contents thereof;

(c) whether it is also a fact that delay in the execution of the Pro. ject was due to wrong calculation of the cost of machinery, which led to under.quqtation by the IRCON;

(d) whether Government have enquired into this aspect of the pro* ject; and

(e) if so, the results of the enquiry and action taken thereon?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) There has been delay of about 3 years in completing Rehabilitation of East West Highway Project (130 km), funded by Asian Development Bank,, in Nepal, by IRCON. This delay occurred due, to diesel crisis because of Gulf War, non-availability of sites, strikes by local labour etc., which were beyond the control of IRCON. However, IRCON was able to complete the project within the extended time.

(b) and (c) No, Sir.

(d) and (e) Do not arise.

Shortage of Rakes in Orissa

1453. SHRI B. K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that nerce. has been acute shortage of rakes in and around Orissa for carrying fertiliser (DAP) from the public sector undertaking Paradip Phosphates Limited;

(b) whether it is also a fact that due to non-availability of adequate rakes, Paradip Phosphates Limited has been forced to cut down its production of DAP by as much as 35 to 40 percent; and

(c) if so, whether the Railways would endeavour to make available adequate number of rakes for PPL, towards fuller utilisation of its capa city?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) No, Sir. During April '94 to Feb. '95, Paradip Phosphates Ltd. loaded 317 rakes as against 157 rakes loaded by them during corresponding period of 1993-94, As on 1-3-1995, there were no indents pending. In fact during Feb.jMarch'95, 3 rake indents were cancelled by Paradip Phosphates Ltd. due to their inability to load them.